योजनाओं के अधीन कार्यक्रमों का ब्यौरा क्या है ;

(ख) धौलपुर-सरमथुरा छोटी लाइन से रेल विभाग को क्या लाभ है ;

(ग) क्या इस लाइन को बड़ी लाइन में परिवर्तित करके धौलपुर को गंगापुर शहर से जोड़ने की कोई योजना है ; और

(घ) यदि हां, तो कब तक ?

रेल मंत्रालय में राज्य मंत्री (श्री के०सी० लेंका) : (क) आमान परिवर्तन की गयी लाइनों के अतिरिक्त कार्य योजना के चरण–I में निम्नलिखित लाइनें शामिल की गयी हैं :

(i) दिल्ली - अहमदाबाद (आंशिक रूप से राजस्थान में)

(ii) जयपुर-जोधपुर-जैसलमेर

(iii) बीकानेर-मेड़ता रोड

(iv) जोधपुर-लूनी-मारवाड़

(v) समदड़ी-भिलड़ी

(vi) सूरतगढ़-हनुमानगढ़ केनाल लूप

(ख) धौलपुर-सरमथुरा छोटी लाइन के अलाभप्रद होने के कारण इससे कोई लाभ नहीं हो रहा है।

(ग) जी नहीं।

(घ) प्रश्न नहीं उठता।

Suggestions to change the Konkan Railway route in Ctaa

337. SHRI PRAMOD MAHAJAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether any suggestions are made to change the present and proposed railway route of Konkan Railway in Goa sector; and

(b) if so, what are the suggestions and Governments reaction thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS SHRI K. C. LENKA): (a) *Yes,* Sir. Representations were received from certain quarters for change in alignment.

(b) The matter was examined by a One-Man Expert Committee which recommended that the alignment pro. posed by the KOnkan Railway Corpo-j ration and approved by the Goa State Government should be adopted except in the case of 13 Km length between Margao and Balli where it bisects the villages of Navelim, Dramapur^ Salzona and Cuncolim. The alignment for this section from Margao to Balli will be shifted east wards along the foot hills even though it would involve construction of two tunnels and is slightly longer in length. The work is being prog, ressed accordingly.

Railway Accidents

338. SHRI MENTAY PADMANA-BHAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there has been a tremendous increase in the rate of Railway accidents during 1992;

(b) the details of accidents, Zone-wise in this period;

(c) the number of casualities and the quantum of compensation paid to them in 1992; and

(d) the number of cases of the accidents in 1992 that have been referred to the Commissioner of Bail-way Safety?

THE MINISTER OF STATE EST

THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA); (a) No, Sir.

(b) Railway zone-wise details of the train accidents occurred during the year 1992 are as under : —

Railway	Collisions	Derail-ments	Level Crossing Accidents	Fire in trains	Total
Central	7	42	7	2	58
Eastern	7	45	4	—	56
Northern	6	42	11	2	61
North Eastern	1	27	10	—	38
Northeast Frontier	—	50	1	—	51
Southern	4	41	6	1	52
South Central	4	47	5	1	57
South Eastern	8	82	4	—	94
Western	4	40	8	1	53

(e) As a result of these accidents, 287 persons lost their lives and 894 were injured. The amount of compensation paid during 1992 wag Rs. 237.69 lakhs.

(d) 22.

Creation of New Railway Zone with Bhubaneswar as Headquarters

339. SHRI MENTAY PADMANA-BHAM: WiU the Minister of RAIL. WAYS be pleased to state:

(a) whether there is any proposal to create a new Railway Zone with Bhubaneswar as Headquarters; and

(b) if so, whether Government would consider the inclusion of Visa khapatnam Division in South Cen tral Railway?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) No Sir.

(b) Does not arise.

Accident to Rajdhani Express

340. CHOWDHRY HARI SINGH:
SHRI KRISHNA KUMAR BIRLA:
SHRI GHUFRAN AZAM:
SHRI SUKOMAL SEN:
SHRI SUNTL BASU RAY:
SHRI RAMNARAYAN GOSWAMI:
SHRI MOHAMMAD AMIN:

Will the Minister of RAILWAYS be pleased to state;

(a) whether it is a fact that Raj-dhani Express met with an accident